Port Arthur Transit

ID Number: 6013

320 Dallas Avenue, P.O. Box 1089

Port Arthur, TX 77641-1089 **System Wide Information** Director of Transportation

Modal Information

(409)983-876	₹

Chief Executive Officer: Thomas T. Kestranek,

٠,	Jacon Wia	e illiorillation				Wodai iiiioiiiiatioii	
General Information		Financial Information			Characteristics		Demand
Urbanized Area (UZA) Statistics — 1990 Cen Port Arthur, TX Square Miles Population Population Ranking out of 405 UZA's	79 109,560 208	Fare Revenues Earned Directly Operated Purchased Transportation Total Fare Revenues Earned Sources of Operating Funds Expended	\$161	1,417 0 1,417	Operating Expense Capital Funding Annual Passenger Miles Annual Vehicle Revenue Miles Annual Unlinked Trips Average Weekday Unlinked Trips	Bus \$771,637 \$110,169 896,572 231,422 172,437 687	Response \$311,004 \$0 120,480 71,033 20,080 80
Service Area Statistics Square Miles Population Service Consumption Annual Passenger Miles	39 56,724 1,017,052	Passenger Fares Local Funds State Funds Federal Assistance Other Funds Total Operating Funds Expended Summary of Operating Expenses	21 438	1,417 1,922 8,690 0,612 0 2,641	Annual Vehicle Revenue Hours Fixed Guideway Directional Route Miles Vehicles Available for Maximum Service Average Fleet Age in Years Vehicles Operated in Maximum Service Peak to Base Ratio Percent Spares Incidents Patron Fatalities	14,558 0.0 10 7.5 5 1.0 100% 0	4,769 N/A 6 3.0 4 N/A 50% 1
Annual Unlinked Trips	192,517	Salaries, Wages and Benefits	\$768	8,076		<u> </u>	Ů
Average Weekday Unlinked Trips	767	Materials and Supplies	150	0,904	Performance Measures		
Average Saturday Unlinked Trips Average Sunday Unlinked Trips	0	Purchased Transportation Other Operating Expenses Total Operating Expenses	163 \$1,08 2		Service Efficiency Operating Expense per Vehicle Revenue Mile Operating Expense per Vehicle Revenue Hour	\$3.33 \$53.00	\$4.38 \$65.21
Service Supplied Annual Vehicle Revenue Miles Annual Vehicle Revenue Hours Vehicles Available for Maximum Service Vehicles Operated in Maximum Service Base Period Requirement	302,455 19,327 16 9 5	Reconciling Cash Expenditures Sources of Capital Funds Expended Local Funds State Funds Federal Assistance	88		Cost Effectiveness Operating Expense per Passenger Mile Operating Expense per Unlinked Passenger Trip Service Effectiveness	\$0.86 \$4.47	\$2.58 \$15.49
		Total Capital Funds Expended	\$110	0,169	Unlinked Passenger Trips per Vehicle Revenue Mil Unlinked Passenger Trips per Vehicle Revenue Ho		0.28 4.21
Vehicles Operated in Maximum Serv Directly Operated Bus 5	Purchased Transportation	Uses of Capital Funds Rolling Stock Bus \$0		Total 0,169	Bus Operating Expense per Vehicle Revenue Mile	Operating Expense per Passenger Mile	Passenger Trips per Vehicle Revenue Mile
Demand Response 4 9	0	Demand Response 0 Total \$0	\$110,169 \$110	0	\$1.00 \$2.00 \$1.00 \$0.80 \$0.60 \$0.40 \$0.20 \$0.00 \$0.00	1.00 0.80 0.60 0.40 0.20 0.00	95 96 97 98 99
Sources of Operating Funds Expe Local Fares 1% 15%		Sources of Capital Funds Local 20%	s Expended		Demand Response Operating Expense per Vehicle Revenue Mile \$5.00	Operating Expense per Passenger Mile	Passenger Trips per Vehicle Revenue Mile
State 41%					\$4.00 \$3.00 \$2.00 \$1.00 \$1.00 \$0.00	0.30 0.25 0.20 0.15 0.10 0.05	
	Federal 43%		Federal 80%		95 96 97 98 99	95 96 97 98 99	95 96 97 98 99

Data Source: 1999 National Transit Database